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COCOM Document 3900

Copy No.

CO-ORDINATING COMMITTEEExport of Airborne Communication/Navigation Equipment
to the U.S.S.R.Memorandum by the United Kingdom Delegation

The United Kingdom authorities have been asked to approve the export to the U.S.S.R. of two sets of airborne communication/navigation equipment having a total value of \$54,213.

2. The would-be importer is Technopromimport, Moscow, and the equipment is required for installation in two aircraft type TU-104 which will operate on scheduled services between Moscow and London.

3. The main items of equipment (2 of each) are:-

S.R. 34/35.

Equipment designed for reception of V.O.R.,	<u>Caught by Item</u>
I.L.S. localiser and glide-slope signals.	<u>- 1501 (b)</u>
Provides 100 channels in the V.O.R./localiser	
band of 108-117.9 Mc/s and 20 channels in the	
glide/slope band of 329.3-335 Mc/s Channel	
spacing of 100 and 300 Mc/s respectively.	

S.T.R. 23.

A V.H.F. Transmitter/Receiver providing speech	<u>Caught by Item</u>
facilities between aircraft and ground in the	<u>- 1501(a)</u>
range 118-135.95 Mc/s (transmitter) and	
108-135.95 Mc/s (receiver), giving 360 channels.	

4. The remaining items are either pieces of special test equipment covered by 1501 (f) or items not subject to embargo.

5. This is a combined equipment, in so far as part of the circuitry in the S.T.R. 23 set is utilised also by the V.O.R./I.L.S. part of the system.

6. Her Majesty's Government would be free to permit the export of the V.O.R./I.L.S. part of this equipment under NOTE A to Item 1501 (b). The export of the S.T.R. 23 equipment under NOTE B to item 1501 (a) (subject to prior notification) would have been permissible but for the fact that this particular model has not yet been in civil use for two years.

8. Nevertheless, Her Majesty's Government would like to authorise the export of this equipment as an ad hoc exception to the embargo. This course is considered to be justifiable (and indeed desirable) for the following reasons:-

- (a) The apparatus will be used to equip Soviet aircraft on scheduled Moscow-London flights.
- (b) The requirement for installing this equipment in the Soviet aircraft arises from the multiplicity and complexity of the Western ground installations, and

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not those of the Soviet bloc. It is clearly in the interests of Western European countries that Soviet aircraft operating on their territories should be able to do so with maximum safety and there are obvious advantages in ensuring compatibility of their navigational aids with the Western systems.

- (c) The equipment is in conformity with the recommendations of the I.C.A.O., and with the system which is coming into general use for civil airline operation in Western Europe.

9. The United Kingdom authorities would be grateful for the views of Member Governments by March 17.

United Kingdom Delegation,
Paris.

March 3, 1960.

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C O N F I D E N T I A L

4th March, 1960

CORRIGENDUM to
COCOM Document N° 390C

COORDINATING COMMITTEE

C O R R I G E N D U M T O

MEMORANDUM BY THE UNITED KINGDOM DELEGATION

EXPORT OF AIRBORNE COMMUNICATION/NAVIGATION EQUIPMENT TO THE U.S.S.R.

Paragraph 3, 8th line

INSTEAD OF : ... spacing of 100 and 300 Mc/s respectively.

READ : ... spacing of 100 and 300 kc/s respectively.

C O N F I D E N T I A L

C O N F I D E N T I E L

4 mars 1960

CORRIGENDUM au
Doct. COCOM 3900 B

COMITE DE COORDINATION

C O R R I G E N D U M A U

MEMORANDUM DE LA DELEGATION DU ROYAUME-UNI

EXPORTATION VERS L'URSS DE MATERIEL AERONAUTIQUE DE BORD

DE COMMUNICATION/NAVIGATION

Paragraphe 3, 9ème ligne

AU LIEU DE : L'espacement des voies est respectivement de
100 Mc/s et 300 Mc/s.

LIRE : L'espacement des voies est respectivement de
100 kc/s et 300 kc/s.

C O N F I D E N T I E L